



Measures

Jobs-Housing
BalancePopulation
DensityVehicle Miles
TraveledPerformance
Summary

Print Section

**Goal: Transportation and Land Use**

Facilitate the effective coordination of transportation and land use plans and decisions to promote livable communities

Grade = C+

Effective coordination of transportation and land use is essential to a sustainable transportation system. Decisions about land use, which affect how land is zoned and developed, also determine the transportation needs of an area. More specifically, these decisions affect the level of mobility and accessibility in a region, the viability of different modes, and the overall efficiency of transportation facilities and services. Effective land use can also help reduce strain on existing infrastructure, lower emissions, and produce maximum return on investment.

Performance Measures

- Ratio of Jobs to Housing (Jobs/Housing Balance) in Metropolitan Areas
- Number of People per Square Mile (Population Density) in Metropolitan Areas
- Number of Daily Vehicle Miles Traveled Per Capita

Performance Highlights

- Jobs and housing are not equally balanced but the ratio is trending down
- Overall statewide population density has held steady while density in both Northern Virginia and the Richmond regions has increased
- Overall average statewide daily vehicle miles traveled (DVMT) per capita decreased or stabilized, while DVMT in Northern Virginia and Hampton Roads regions increased.

In 2009 the Commonwealth Transportation Board adopted the secondary street acceptance requirements to ensure that streets accepted for perpetual public maintenance provide adequate public benefits. New developments will need to have multiple connections to the existing street network and provide pedestrian accommodations helping to reduce the burden on major highways.

Strategies to improve Jobs/Housing ratio:

- Promote transit-oriented development
- Provide transportation funding to areas with compatible land use and transportation plans
- Assist localities and regional governments with developing compatible transportation and land use plans
- Promote mixed-use development that places work locations closer to housing
- Support policies to increase affordable housing near employment centers

Strategy to increase population density in metropolitan areas:

- Facilitate more dense zoning through model ordinances and pilot projects illustrating the greater sustainability of higher density land use patterns at a variety of scales (e.g.; urban, suburban and rural)

Strategies to reduce VMT:

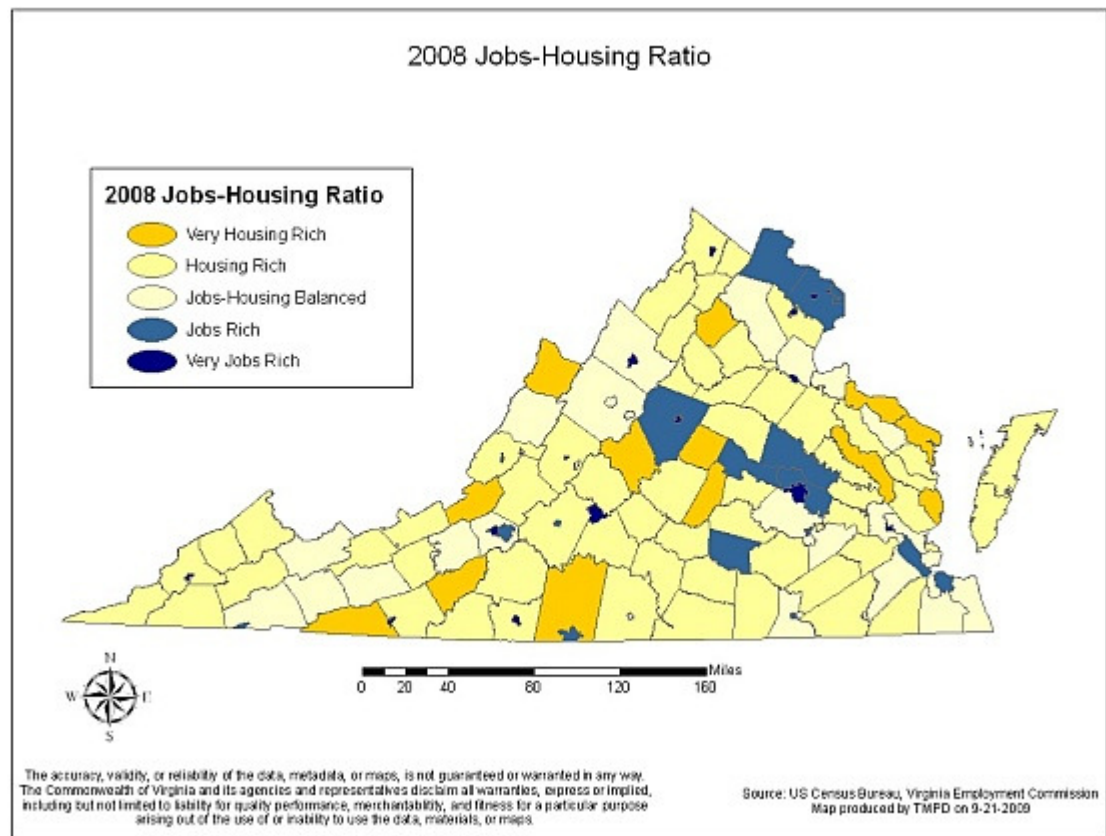
- Promote transportation demand management programs
- Increase transit service
- Provide sidewalks and bicycle facilities
- Promote teleworking, ridesharing, and alternative work schedules

Jobs/Housing Balance

The jobs/housing balance indicates the ratio of available housing to available jobs within a geographic area. A poor jobs/housing balance may mean that workers are unable to live close to where they work, which contributes to longer commutes, increased traffic congestion, and more rapid deterioration of infrastructure.

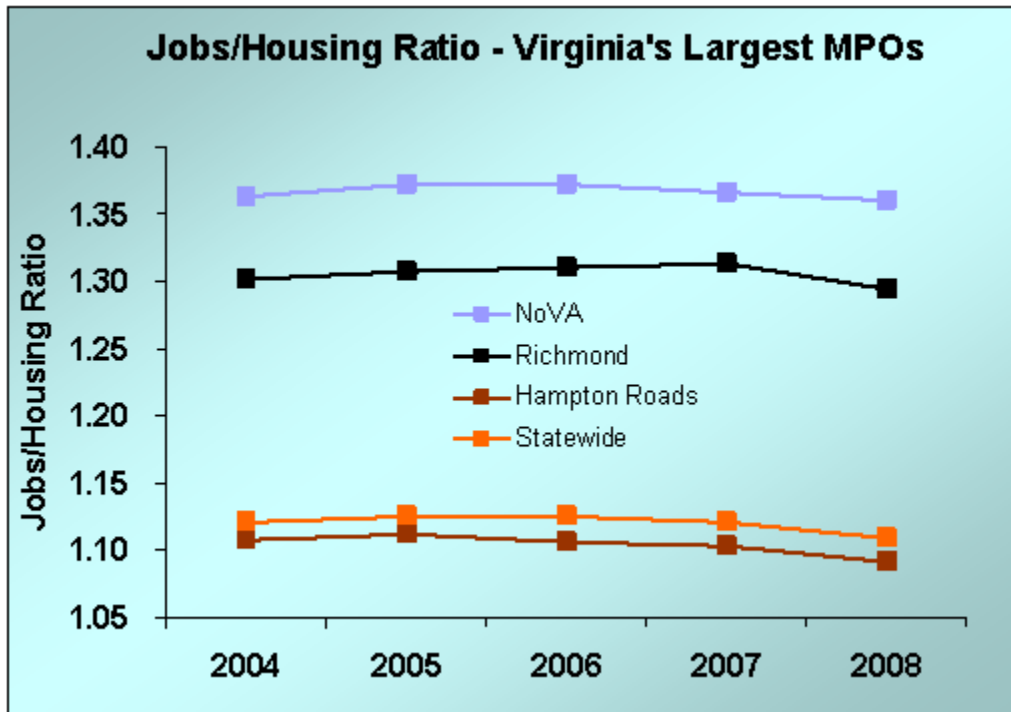
Overall, the Commonwealth of Virginia maintains a healthy jobs/housing ratio. In 2008, the statewide ratio was 1.11. However, ratios can differ greatly between regions, and even between neighboring localities. According to the Census Bureau, 51% of Virginians work outside of their county of residence, which is the highest percentage in the country and twice the national average.

Areas considered very jobs-rich, with ratios above 1.6, are scattered throughout the state. They include Richmond, Fairfax City, and Manassas in the major urban areas, but also smaller cities like Winchester, Galax, and Salem. The Commonwealth's many college towns, such as Charlottesville, Harrisonburg, Lynchburg, and Williamsburg are also very jobs-rich. It is also worth noting that the only counties outside of the major population centers to be considered jobs-rich are Albemarle, which surrounds Charlottesville, and Nottoway County, which is home to a military base.



Metropolitan Jobs/Housing Balance

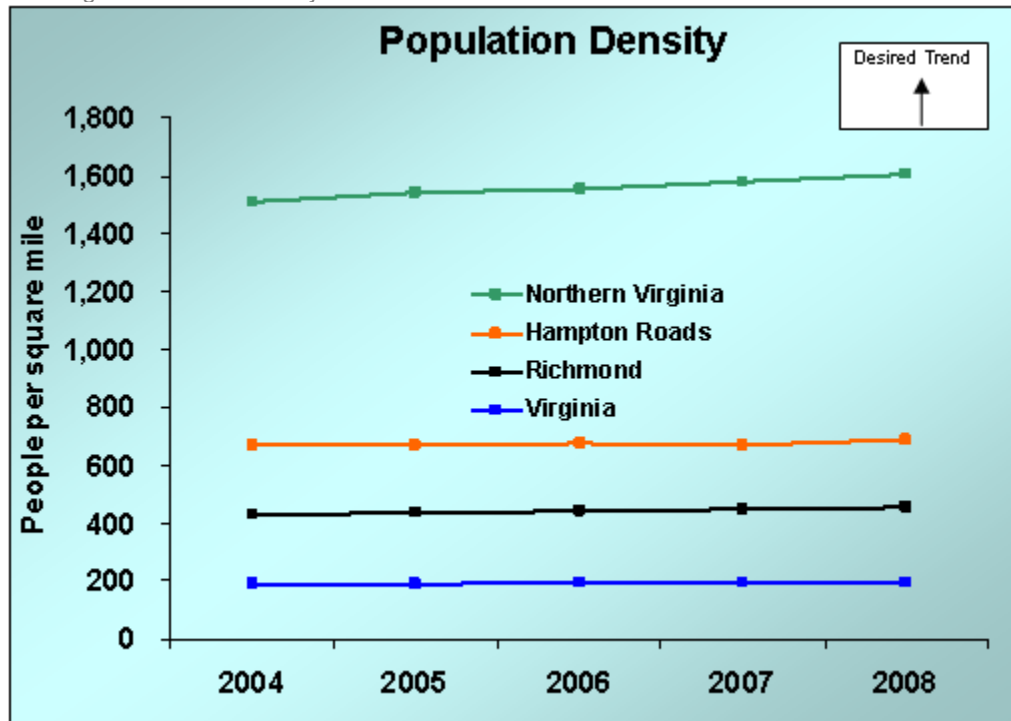
For Virginia's population centers of Northern Virginia, Richmond and Hampton Roads, the jobs/housing ratio shows that a significant jobs surplus exists in both Richmond and Northern Virginia, while Hampton Roads is only slightly jobs rich. Jobs/housing ratios change little from year to year, but metropolitan areas need to move towards balanced ratios in the long term. In these areas of high population density, the consequences jobs/housing imbalances are magnified. When people do not have the opportunity to live close to where they work, it is more likely that congestion and other negative transportation outcomes will occur.



Source: VDOT Transportation Mobility Planning Division

Population Density

Population density reflects the number of people living in a geographic area. Higher population density, in metropolitan areas, can facilitate the use of transit, walking and biking reducing the demand on the highway system and resulting in a more cost-effective multimodal transportation system. In particular, concentrating density around transit stations can improve the efficiency of the transit system and reduce traffic congestion. Density in the major metropolitan areas has been increasing slightly over time, although the changes have not been significant in the last 5 years.

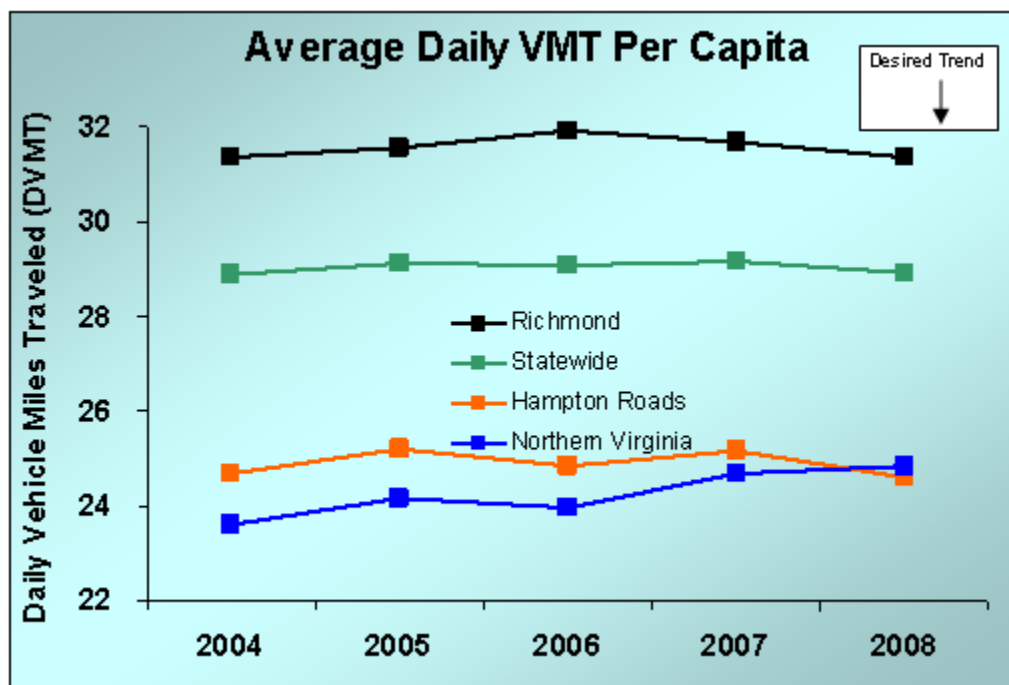


Source: US Census, VDOT Transportation Mobility Planning Division, data aligned by planning district commissions

Vehicle Miles Traveled Per Capita

The amount of highway travel is measured by the number of vehicle miles traveled (VMT) on the Virginia system. A reduction in vehicle miles traveled per capita indicates that people are driving less and that they are likely using other transportation options.

The graph below presents the annual average daily VMT (DVMT) per capita since 2004 for the Commonwealth and its three largest urban regions. DVMT per capita had been increasing over time and stabilized in 2007 in Richmond, while Northern Virginia continued to increase in 2008.



Source: US Census, VDOT Transportation Mobility Planning Division, data aligned by planning district commissions

Teleworking

According to a study conducted by the Department of Rail and Public Transportation, in 2007 12% of Virginia's workers teleworked on average at least once a week, up from 3.2 % in 2000. In the metropolitan areas, 21% of Northern Virginia's workers, 13% of Richmond's workers and 7% of Hampton Roads' workers teleworked. DRPT releases a comprehensive statewide telework report every three years.

Performance Summary

Grade = C+

Performance Measure		Desired Trend	Performance Trend
Job/Housing Ratio	Northern Virginia	↓	→
	Hampton Roads / Virginia Beach	↓	→
	Richmond area	↓	→
Population Density	Northern Virginia	↑	→
	Hampton Roads / Virginia Beach	↑	↑
	Richmond area	↑	→
Daily VMT per Capita	Northern Virginia	↓	→
	Hampton Roads / Virginia Beach	↓	↓
	Richmond area	↓	→